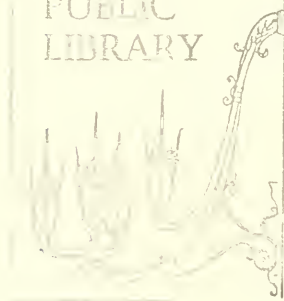


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PROPOSED REUSES FOR SENHI PARCELS

SOUTH END

Neighborhood Housing Initiative



BOSTON REDEVELOPMENT AUTHORITY
STEPHEN COYLE, DIRECTOR

SEPTEMBER 1986

SOUTH
END
B65RA
1986



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I. REDEVELOPMENT EFFORTS IN THE SOUTH END

A. The Urban Renewal Plan

In August, 1965, an Urban Renewal Plan for the South End was approved by the City of Boston. The plan was one of the most ambitious urban renewals projects in the country encompassing over 600 acres and including more than 200 parcels of land. It attempted preserve the South End's heterogeneous population mix through new housing construction and rehabilitation and upgrading water systems, sidewalks, street lighting and landscaping. Additionally, new public facilities were planned. By 1978, over \$90 million in public funds had been spent.

As stated in the 1965 plan, the basic objectives of urban renewal action in the South End Urban Renewal Area were to "eliminate severe conditions of blight, deterioration, obsolescence, traffic congestion and incompatible land uses in order to facilitate orderly growth and achieve neighborhood, industrial, commercial and institutional stability." Specifically, the objects were to:

1. Promote and expedite public and private development;
2. Insure the public health and safety;
3. Strengthen the physical pattern of local neighborhood activities;
4. Provide an economically, socially and racially integrated community;
5. Provide a framework of environmental conditions better suited to meet the requirements of contemporary living;
6. Promote the growth of industry, commerce and institutions in appropriate locations, and strengthen and expand the real property tax base of the city.

Throughout the 13 years of urban renewal in the South, while all was not completed much was accomplished. More than 300 middle-income households secured low interest rehabilitation loans and renovated more than 800 housing units. The Authority also constructed or substantially rehabilitated in excess of 4,000 units of housing up through 1980. Moreover, the massive upgrading of the South End's physical infrastructure undertaken with renewal funds encouraged a great deal of conventionally financed housing rehabilitation.

B. The 1979 Close-Out Report

In 1978 after 13 years of urban renewal activities, the BRA was required by HUD to close-out its urban renewal program in the South End as it had closed out programs in the other urban renewal areas of Boston. The term close-out referred solely to a legal and accounting procedure in which all urban renewal agencies formally terminate the tradition urban renewal program. The BRA choose to use the occasion of financial settlement as an opportunity to undertake a major review of the progress of the project during the previous 13 years, to assess the recommendations of urban renewal plan and to amend the plan as necessary in view of findings from the assessment.

The assessment process for the close-out involved several activities. One important activity was the completion of an attitudinal and socio-economic survey of South End residents. Secondly, the BRA conducted an in-house review of housing issues in the South End. The third activity, an environmental impact assessment of future development efforts, was the topic of the Environmental Impact Statement (The Close-Out Report).

Within this Close-Out document the environmental assessment process focused on the impact of the possible development of the preferred reuse

alternatives for nineteen major parcels. The nineteen were considered major reuse parcels because of their significant size, the magnitude of impact of their possible development alternatives and questions which exist in the community surrounding their possible reuse. The first matrix which follows the SENHI discussion outlines the alternatives development strategies for the 19 major parcels.

In determining the reuse alternatives, the BRA undertook an extensive community involvement process. The goal was to fully involve South End residents and to that end the community participation effort was accomplished in three phases, with each phase including both informal and more formal community wide meetings. Phase I included a major effort to establish informal communication with existing community groups, leaders and local officials. As a result of these meetings a list was compiled of all neighborhood and BRA suggestions for renewal parcels. Phase II of community involvement consisted of assessing the impacts of development of major parcels and preparing the report. For the purposes of the analyses, and the South End was sectioned into four quadrants. Results from these quadrant meetings were used to revise the assessment of each parcel. Phase III consisted of the final formal public hearing to discuss the draft EIS and proposed financial settlement.

C. SENHI

In June, 1986, the Flynn Administration announced the SENHI program which is designed primarily to address the housing needs in the South End and also promote open space and commercial development. SENHI is also designed to encourage the development teams to include non-profit groups and minority business enterprises.

In formulating the program the BRA spent several months reviewing the BRA-owned parcels in the South End to determine the parcels that are developable, and are not leased or designated for development. From this review of approximately 116 parcels, 70 parcels were called for the SENHI program. Prior to determining the 70 parcels, BRA staff met with some South End community representatives to present the SENHI disposition concept. This concept consisted of offering a group of parcels, rather than one at a time to create a large number of affordable housing units. After a first meeting, the staff met with a larger group of interested community residents and leaders at the BRA to present the program's concept as well as to identify the parcels.

Then in June of this year, at a public meeting at the Mackey School in the South End, the BRA presented, among many details, three general features of the SENHI program.

1. The concept and goals of the SENHI program detailing the two-phased approach.
2. The Urban Design Context in which any reuse would be considered.
3. The community participation process including the plan to appoint a 21 member Community Review Committee (CRC).

After this meeting, the BRA staff continued to refine the SENHI program by focusing on alternative reuses for each of the 70 parcels on sites. The staff relieved upon four major factors, in preparing the alternative reuses for each site. Those factors were:

1. A general urban design context in which all development would proceed in the South End.
2. The Urban Renewal plan.
3. The 1979 Close-Out Report recommendations.
4. BRA knowledge of current development activities in the South End.

II. COMPARISONS BETWEEN REUSE RECOMMENDATIONS

The following two matrices show reuse recommendations for South End Parcels. Matrix A shows the 19 major parcels in the 1979 Close-Out Report and the current status of those parcels. The chart shows which parcels are included in whole or in part in the SENHI program. Matrix B shows all 70 SENHI parcels and lists the urban renewal reuse and 1979 Close-Out Recommendations as well as the SENHI reuse proposals.

Reviewing Matrix B titled SENHI parcels, there are 70 SENHI parcels contained in 53 sites. Of these 53 sites, 25 sites were reviewed in the 1979 Close-Out Report. The other 28 sites were not covered in the Close-Out Report either because they were considered too insignificant or the site was acquired by the BRA since 1979. Comparing the 25 SENHI sites with the 1979 Close-Out Report shows a very few discrepancies between what SENHI proposes and the 1979 report.

For the SENHI parcels that were not included in the Close-Out Report, SENHI calls primarily for residential, mixed residential with ground floor commercial and open space. All parcel re-use recommendations were proposed in the context of the urban design framework of the South End.

Comparison of Alternative Land Use Considerations of 19 Major Parcels from
1979 Close-Out Report

	<u>Site</u>	<u>Address</u>
1.	Parcels 15, 16	694-708 Columbus Avenue, Tremont, Camden, Davenport
2.	Parcels PB-4, P22, SE-95 58	Columbus, Camden, Northampton
3.	Parcels SE-1, SE-46, SE-47, RR-82, RR-67, SE-43, SE-44, SE-45, SE-18, SE-20, SE-21, SE-22, SE-23	Existing Buildings on Mass. Avenue
4.	Infill site RE-2B	108-138 Worcester Street
5.	Parcels 11A, 11B	Tent City Site - Columbus, Dartmouth and Yarmouth
6.	PB-1, SE-74, 77	Clarendon, Montgomery, Warren
7.	Parcel P6-A	1-67 East Berkeley St./ Tremont St./Public Alley 705/ Shawmut Ave.
8.	Parcel 7	Tremont, Berkeley, Appleton
9.	Parcel 54, 54A	Harrison, Wareham to Canton
10.	Parcel P-16	Washington, Shawmut, Pelham

Alternative Land Use Considered

Current Status

New Carter School Use
Mixed use commercial
Industrial
New Residential

Parcel 16 Tentative designation to
Douglas Plaza for mixed residen-
tial uses/commercial ground floor
Parcel 15 - SENHI

School reconstruction/Parking
Park use or relocation of Center
Sale to abutters

Part of land to MBTA, Part to P.F.
for school

Rehab residential with limited
ground floor commercial

Mass. & Columbus/UDC
TDC - doing 390-408 Mass
and 395-397

New residential - perhaps 20 units

SENHI - new residential/UDC

Residential-new and rehabilitation
Residential and commercial rehab

Tent City - rehab & new construc-
tion

Residential reahb - delete church

Church deleted
Final designation-Renaissance
Property Renovations
10 below market/14 market units
Never acquired church

Victory Garden with improvements
New residential

SENHI - residential/garden

Franklin Institute Expansion

Franklin Institute Expansion

Industrial
New residential

Never acquired 54A/subdivided into
54B & C - business expansion City
Side Auto
SENHI - 54C - Industrial or new
residential

Delete/do not acquire
Plan designation to IBA

Acquired and sold to IBA

	<u>Site</u>	<u>Address</u>
11.	Parcel 32C	Washington to Harrison, Savoy to Waltham
12.	Parcel PB-12	Washington-Waltham
13.	Parcel P6-B	E. Berkeley, Shawmut, Washington
14.	Parcels 31, 31B, 31A-2	Washington to Harrison/ Laconia St.
15.	Parcels R12-A, R-12B, 33B	Northampton and Washington to Mass. Avenue
16.	Parcels RE-7	Shawmut, W. Springfield to Worcester
17.	Parcel R-11	Washington to E. Concord
18.	Parcels RC9, 30, RD-60	1567-1631 Washington, Concord to West Newton
19.	Parcel R-10	Harrison, E. Brookline to E. Newton

Alternative Land Use ConsideredCurrent Status

Small scale commercial and/or
Industrial

Designated to Archdiocese

Delete/do not acquire

Never acquired Hub Motors

Residential rehab/commercial

SENHI - Rehab residential/commer-
cial

Combined rehab and new
Commercial/Industrial

SENHI - Washington Ave. - Retail/
Commercial, Harrison Ave. - Indust.

New commercial
Commercial/residential mix

SE-98 - Residential
SENHI - Parking/commercial along
Washington
Residential

Recreational (Park)
Residential

Portion went for elderly housing
SENHI - RE-78
Residential with comm. open space

Rehab and new residential
Rehab and new residential, parking
and open space

Divided into R11A,B,C
R-11-A & B to David Parker for 26
residential units and parking.
R-11-C remains approximately
7,500 sf
SENHI

Commercial
Residential
Commercial/Residential Mix

SENHI - Commercial/residential mix
Open space

Residential Rehab for the Bates
School and new residential on
vacant land

SENHI - same
Residential, rehab, new construc-
tion, open space

SENHI PARCELS

<u>Parcel Re-use Number</u>	<u>Address</u>	<u>Size in SF</u>	<u>Zoning</u>
<u>Phase I</u>			
29-A*	1797-1815 Washington St./ 140-150 Northampton St.	14,103	H-2
30*	1565-1587 Washington St./ Rutland/Haven Streets		L-2
RD-60	450-452 Shawmut Ave.	19,491	H-2
RC-9*	Washington, Rutland and West Concord	49,232	
33B R-12A* R-12B	75-87 Northampton St. 1762-1788 Washington St. 91-113 Northampton St.	48,631	B-2 H-2-U
P-6A*	1-67 East Berkeley St./ Tremont St./Public Alley 708/ Shawmut Ave.		B-2
RE-7B*	449-510 Shawmut Ave. 83-95 West Springfield St.	44,920	M-2
R-11C*	6-14 E. Concord St.	7,947	B-2/H-2
SE-13*	1900 Washington St.	2,800	H-2U-M-2
RR-121*	1724-1726 Washington St.	2,950	B-2
SE-72*	1734-1740 Washington St.	4,410	B-2

MATRIX B

<u>Recommendations of Previous Plans</u>		
<u>Urban Renewal Plan</u>	<u>Closeout Report</u>	<u>SENHI</u>
Residential		Residential -comm. in ground floor-some open space
Commercial or office	Commercial development residential uses or a mixed	Open space-preserve gazebo
Residential rehab with comm. in ground floor	commercial residential development	Residential
	New residential/commercial	Res./comm./open space
Residential	New Commercial	Residential
Res.-comm.& office ground	"	Parking/commercial
Residential-Institutional	"	Residential
	New housing and continued gardens	Up to 70% housing balance garden/open space
Housing for the elderly & other residential	New park development	Residential with 15,000 sq. ft for community open space
Residential	Residential rehab new commercial retail, commer- cial/residential	Residential
	Residential/commercial (MP)*	Res./grd. floor comm.
		Res./grd. floor comm.
		Res. grd. floor comm.

SENHI PARCELS

<u>Parcel Re-use Number</u>	<u>Address</u>	<u>Size in SF</u>	<u>Zoning</u>
<u>Phase II</u>			
14	985-1007 Tremont		
14A	10 Benton		
15	694-708 Columbus Ave./Benton	32,592	M-1
20	908-912 Tremont St./		
	144-156 Lenox St./119 Kendall St.		H-24
23-A	922-948 Tremont St	28,030	L-2
31	Harrison Ave./Washington St./		
31-B	Fay St./Laconia St./		
SE-98	E. Berkeley St.	49,203	M-2
R-10	Harrison Ave./E. Newton St./		
	E. Brookline St. Alley 710	35,532	H-2
51-D	490 Albany St.	16,300	M-2
54-C	11 Wareham/Plympton Streets		
	624-640 Harrison Ave.	20,120	M-2
PB-3A	350-258 Columbus Ave.	8,949	H-3
RE-2B	108-138 Worcester St.	28,849	H-3-U
SE-116	640 Tremont St.	12,960	H-3
X-26	25-31 Warwick St./		
	35-40 Cabot St.		
	1008-1012 Tremont St.		H-2

MATRIX B

<u>Recommendations of Previous Plans</u>		
<u>Urban Renewal Plan</u>	<u>Closeout Report</u>	<u>SENHI</u>
Residential/ground commercial off-street parking	Mixed use commercial New residential Industrial	Mixed use Residential/ Commercial
Commercial Residential-comm. in ground floor	Commercial Residential-comm. in ground floor (MP)	Residential-comm. in ground floor-some open space
Light industrial & commercial	Existing & new commercial & industrial uses	Industrial (Harrison Ave.) comm. residential
Residential-rehabilitation with comm. allowed in the	Rehab residential for Bates school & new residential in vacant land	Resid. rehab Open space New residential construction
Light industrial	Light industrial (MP)	
Residential-institutional- commercial	New residential & industrial	New residential
Elementary school & playground	Residential (MP)	Res. & comm.
	New residential Open Space	Residential
		Res./grd. fl. comm.
Residential-commercial- institutional		Residential site- housing & community

SENHI PARCELS

<u>Parcel Re-use Number</u>	<u>Address</u>	<u>Size in SF</u>	<u>Zoning</u>
SE-49	106 West Springfield St.		
SE-7	108 West Springfield St.		
	110 West Springfield St.		
RD-63	112 West Springfield St.		
	114 West Springfield St.		
SE-2	116 West Springfield St.	9,226	H-2
5	140 Shawmut Ave	8,543	M-2
22A	896-898 Tremont St. 143-151 Lenox St.	4,692	L-2
34-C	Reed St.	4,167	H-2-U
35-A	15-19 East Lenox St.	2,538	M-2
35-B	25-35 East Lenox St.	4,760	M-2
R-8	609 Mass. Ave.	1,680	H-3-U
RC-6	219-225 Shawmut Ave./Dwight St./ Alley 105	7,134	H-3
RD-13	20-22 Clarendon St.	2,080	H-3
RD-61	478 Shawmut Ave.	2,362	H-2
RR-4B	1,2,3, Carleton St.	3,486	H-3
RR-8	561 Columbus Ave.	2,137	H-2

Recommendations of Previous Plans

Urban Renewal Plan Closeout Report

SENHI

Residential-rehab

Residential or
open space

"

"

"

"

"

Institutional

Residential-comm. on ground
floorResidential-comm. on ground
floor (MP)Residential/ground
floor comm.

Residential

Residential

Light industrial-parking

Residential

Light industrial-parking

Residential

Residential

Residential (MP)

Residential

Residential upper floors and
commercial-ground floor

Residential-commercial (MP)

Res./gd. floor comm.

Residential or commercial

Residential/commercial

Residential

Residential Rehab

Designated-Res.

Residential and commercial

Residential

Residential and commercial

Residential or park

SENHI PARCELS

<u>Parcel Re-use Number</u>	<u>Address</u>	<u>Size in SF</u>	<u>Zoning</u>
RR-15A	74 Rutland St.	1,900	H-2
RR-15B	76 Rutland St.	1,900	H-2
RR-16	68 Rutland St.	1,900	H-2
RR-20	517-519 Shawmut Ave.	2,995	H-2
RR-22	24-26 Warwick St.	2,136	H-2
RR-26	33 Rutland St.	1,150	H-2
RR-28	84 East Brookline St.	1,974	M-2
RR-31	10 East Springfield St.	1,230	B-2
RR-32	1876-1886 Washington/ 1-3-5 East Lenox St.	5,025	M-2
RR-95	36 Hammond St.	1,928	H-2-U
SE-1	424 Massachusetts Ave.	2,070	B-2
SE-59-62 SE-65-66	212-214 Shawmut Ave. 69-73 East Berkeley St. 79-81 East Berkeley St.	7,815	H-3

<u>Recommendations of Previous Plans</u>		
<u>Urban Renewal Plan</u>	<u>Closeout Report</u>	<u>SENHI</u>
Residential/park/residentially oriented open space	Residential/park/parking (MP)	Residential
"	" (MP)	Residential
"	" (MP)	Residential
Residential-park-residentially oriented open space		Residential
"		Residential
"	Residential/park/parking (MP)	Residential
"		Residential
		Res./parking/open space
Residential-park-residentially oriented open space - also commercial		Res./grd. floor comm.
	Residential (MP)	Residential
	Rehab resident. with limited ground floor commercail	Residential
		Residential

SENHI PARCELS

<u>Parcel Re-use Number</u>	<u>Address</u>	<u>Size in SF</u>	<u>Zoning</u>
SE-83	406-408 Harrison Ave.	1,309	M-2
SE-88	1143-1149 Washington St.	3,064	H-3
SE-89	37 Windsor St.	1,102	H-2
SE-90	30 Warwick St.	1,365	H-2
SE-100	1305-1311 Washington St.	5,696	H-3-U
SE-110	1682 Washington St.	5,680	B-2
SE-115	422 Massachusetts Ave.	2,070	B-2
	29 Dartmouth St.	1,500	H-3
	31 Dartmouth St.	1,500	H-3

B

Recommendations of Previous Plans
Urban Renewal Plan Closeout Report

SENHI

Manufacturing

Res. grd. fl. comm./
retail

Residential

Park

Residential/commercial

Res./community facility

Residential

Residential

Residential

III. URBAN DEVELOPMENT FRAMEWORK FOR SENHI

"The South End Study Committee has concluded that the South End neighborhood is architecturally significant as a substantially intact area of mid-19th century row houses and notable institutional and civic complexes important for integrity and consistency of design throughout the greater part of the entire district." This statement from The South End District Study Committee Report issued in 1978 states the important formal structure of this unique urban neighborhood; a neighborhood that has reached a point where renewed development interest could threaten not only the structure but the liveability of the South End. The following analysis focuses on the urban design and composition of the South End in an attempt to establish some guidelines for redevelopment to unify old and new creating a better neighborhood.

Background - South End Development

The South End's development dating from 1800 to 1870 established a densely built-up area with major boulevards extending in the north-south direction and tree-lined residential cross streets extending east-west. The major boulevards provided access to the central business district and outlying areas and initially there was little cross traffic as the railyards to the west and the South Bay to the east provided strong physical boundaries. The boulevards became mass transit corridors and a focus of larger residential/commercial buildings while the grid of cross-streets became lined with three and four story townhouses. These two main elements established the primary residential building types of the South End, the tenement or apartment building with ground floor retail space and the Victorian townhouse.

Major cross streets began to develop as bridges across the rail R.O.W.s were developed. The intersection of these cross streets with the boulevards took advantage of the heavy traffic becoming centers for commercial activity. With industrial and manufacturing uses establishing along the rail R.O.W.s and the South Bay the basic (list of) elements or building typologies found in this neighborhood is complete. This composition has created a unique urban environment and it is that environment that the urban renewal plan proposed to maintain and improve.

The needed improvements were a result of overburdening. The neighborhood was too dense needing more recreational open space. There was too much traffic using the neighborhood streets to get downtown thus calling for the establishment of alternate peripheral routes. Additional community facilities were needed.

Planning Components

The Urban structure of any community can be broken down into two basic components, streets and buildings. Consequently, the streets (their level of circulation) and the buildings (their use and form) are the major components needed to understand how the community works and what development will best complement the existing patterns.

Circulation

The South End originally was a causeway, a roadway along the Washington Street Corridor that connected Boston to the mainland. Numerous additional arteries were built over time with the same major purpose; to provide access to Boston. Even today, many of these major boulevards perform the same purpose although peripheral arteries have been developed to

relieve the unnecessary vehicular traffic from the South End streets. It is the movement of the residents of this neighborhood, by foot, by car, to work, to shop or to play that, in conjunction with the location of these uses establish the urban pattern of the South End (the relationship of one building to the next). If we look at the different roadways by how they are used, we can see that the streets can be categorized into different types and this determines the type of buildings and uses that are developed along them. These roadway types can be grouped as follows:

Roadway Types

Peripheral roadway - These are major vehicular circulation arteries - that are oriented to keep traffic off South End streets by diverting it around the residential neighborhood. Melnea Cass, South East Expressway and the turnpike frontage roads (Marginal and Herald) are examples.

Urban arterial - These streets serve both inter-district and through traffic. In the South End they have two categories; the Radial streets which runs north/south provide direct access to downtown and Crosstown Streets which run east/west. Washington, Tremont and Columbus are radial; Mass. Ave, Dartmouth-Dedham, and Berkeley are crosstown.

Local feeder - These streets serve as access streets to residential streets, have limited capacity and are short in distance often discontinuous. Shawmut and Warren are examples.

Residential street - These Streets serve as accessways to residential units and are not meant for through traffic. Often they are streets that after short distances reverse directions.

Existing Buildings

The other piece of information needed to understand the structure of the South End is the different existing building types and uses and how they are distributed through the South End.

The building types are categorized by height and form. This form is often determined by use but the building can often be adapted to give a use different from that which it was originally intended. The basic categories of building types can be summarized as follows:

Low density - typically residential buildings of 1,000 to 2,000 square feet per floor and a maximum of five stories in height (this is the typical South End rowhouse).

Mid-rise density - buildings under 10,000 square feet per floor and up to 12 stories (typically less). These are usually either apartment buildings or small office spaces.

High density - for the purpose of this discussion this category will refer to buildings with large floor plates; those exceeding 10,000 square feet per floor. These refer to institutional uses, manufacturing facilities and office buildings.

The uses are categorized by standard land use terms. These include residential, institutional, retail/commercial, open space, etc. The following illustrations indicate the existing height, form and use of South End buildings.

Analysis

The overlay of uses, building types and access reveal some interesting interrelationships of the workings of urban residential neighborhoods. We

have established basically four "typologies" that exist in the South End and it is these types that new development should compliment. These can be categorized as follows:

1. Residential rowhouse street with or without square.
2. Arterial residential street (Columbus, Tremont, Mass. Ave.).
3. Mixed use residential/retail street (Washington).
4. Institutional/industrial.

An overlay of the form/height/circulation diagrams produce different typologies for the South End. Each type gains strength by its unity and completeness. Thus a street of rowhouses with a few vacant lots is much improved when buildings of similar scale and materials are used to "fill in" the gaps. As the urban form of streets and blocks establishes these continuous street walls, the open spaces that are created become more precious and unique through the difference in the figure and ground.

Thus we establish two major premises of the urban infill strategy:

1. Design new development to continue the existing pattern of use and form to add order and completeness to the streetscape.
2. Use the architecture to frame and reinforce the open spaces, not just locating them randomly on leftover sites.

Taking the typologies diagram and overlaying the remaining urban renewal parcels and buildings, the result is an initial plan for determining the redevelopment strategy. This indicates where the streetwalls can be reinforced, and infill targeted. Specific application of the sites to other criteria such as needs for open space, parking, etc. will lead to refinement of the diagram.

It should be noted that this strategy for parcel redevelopment is no different than the strategy used for the urban renewal plan. Again, a comparison of the two diagrams reveals few use or form discrepancies. Both give preference to housing. The change in Boston school enrollment calls for fewer new school facilities thus these sites have been retargeted for more housing or for open space.

Phase I

The first phase of the SENHI program will focus on the major development parcels along the Washington Street Corridor. This corridor has been experiencing a resurgence of development interest due to the many large development parcels and the anticipated removal of the EI. This strong interest requires immediate reaction to insure the development will meet the needs of the community. Also, the size of these parcels and their development potential can have a big impact toward accommodating the housing needs of the city.

Washington Street has a different role from the other radial streets of the South End. It was a commercial boulevard, sporting grand parks, a majestic cathedral, a major hotel, and continuous retail activity. This past role cannot be totally reassumed by the corridor because of use and circulation changes that have occurred but it can again become a commercial service corridor for the community. The number one need is still housing but its form and density as well as the ground floor use can be designed to increase the density of housing along the transit corridor and the retail uses needed to support the increased population.

Although the development sites included in this phase vary in size and potential, all of the parcels can be categorized into the different typologies previously discussed.

1. Residential rowhouse street

- o Height and scale: The height should follow the predominant building height, not to exceed 75 feet. The proportion of the units should reflex the rowhouse model typically 20 feet in width.
- o Use: This type is exclusively residential. On feeder streets, mid-rise structures of 5 or 6 stories are desirable. For residential streets, rowhouses of 3 or 4 stories are preferred.
- o Open space: This scale of housing should provide private "back-yard" open space with vehicular access for parking or a common courtyard should be provided over structured (underground) parkings. The units should be set back from the street in line with the existing structures to provide some green buffer.

2. Residential apartment on urban arterial

- o Height and scale: The height should follow the predominant building height but should not exceed the 75 foot landmark guideline.
- o Use: On the active arterial street with pedestrian and vehicular traffic, retail use is preferred over residential on the ground floor. This helps to prevent the nuisance of typical street activity on the housing and also helps to enliven the street while providing an important function. Residential use is, of course, preferred on the upper floors, mostly in smaller units for families or individuals desiring the active street environment (not generally preferred for children).
- o Open space and parking: Usable open space must be provided, preferably in a courtyard. Balconies are also desirable. Parking should be provided underground. If located on a mass transit corridor, the number of spaces should meet a minimum .75 per unit ratio.

3. Mixed use development at arterial crossroads

- o Height and scale: The height along the street should follow the predominant building height of adjacent buildings. Taller elements are encouraged back off the street to increase the density at the important intersections. Height along street and overall should not exceed 75 foot landmark guidelines.
- o Use: A variety of use is desirable at these locations. Ground floor retail is required.* The upper floors can be either office or residential or both. If the site is large enough, intermediate levels of parking versus underground may be feasible.
- o Open space: Open space in the form of public plazas or gardens is desirable.

4. Community gardens and open spaces. As open space for recreational and personal use is limited in dense urban neighborhoods such as the South End, every effort must be made to balance the strong needs for new housing development with the maintenance of usable public open space. Some guidelines for the maximization of this space are provided.

Community gardens can be a relief to the long urban streetwall of buildings. these open spaces gain importance in this light by being different, a focal point in a sea of buildings. Along such arteries as Washington Street, the reverse happens; there is no continuity of buildings along the street so that the garden becomes another leftover vacant piece of land. It provides exposure for the unattractive rears of buildings and detracts from other important open spaces that would gain more prominence with solid backdrops. Careful location of community gardens within the urban fabric is necessary to strengthen the physical order of the neighborhood. This is accomplished by shielding them from the heavy main streets or by unifying the urban form around them to provide a proper edge.

- o Location: Internalize the gardens to add privacy and acoustic and environmental relief.
- o Buffers: Allow new development to occur along major arterials to both continue the streetwall and shield the garden. Buildings must be scaled and juxtaposed to allow maximum sun exposure.
- o Edges: Gardens and green space should be enclosed to reflect a positive image and indicate their importance. Fencing and internal plot divisions are very important elements in this regard. If the gardens are important enough to remain and not be developed in this time of housing and recreational open space shortages, they should reflect it.



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